The Marker Lamp

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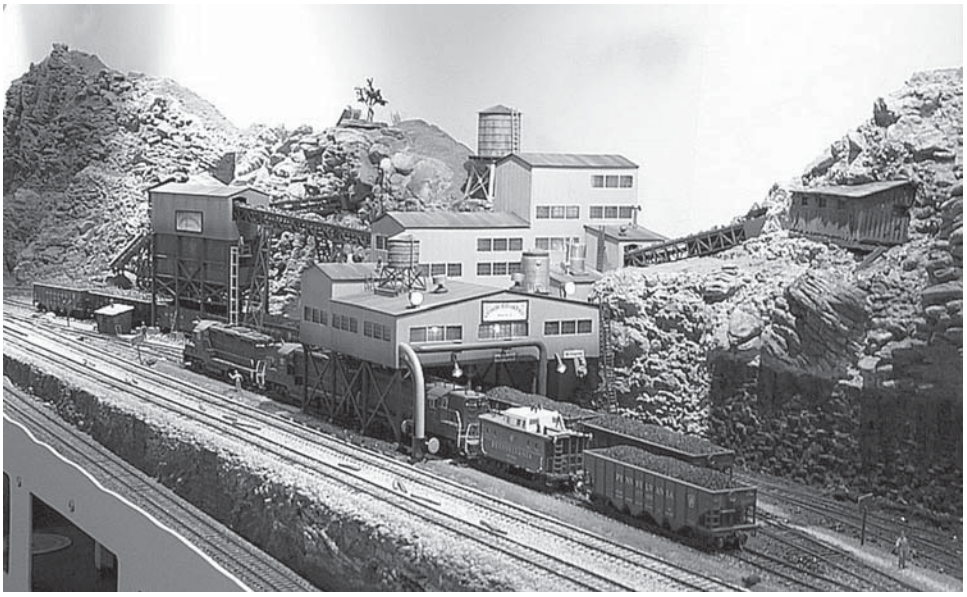

A scene from Jerry Schoenberg's HO Pennsylvania Railroad Layout that will be open during the LSR Cowtown Limited Convention

Make Plans to attend the Lone Star Region Convention in Fort Worth June 1-5, 2005!

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The Marker Lamp

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The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

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Articles appearing in **The Marker Lamp** are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of **The Lone Star Region** or **The National Model Railroad Association**.

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President's Message

by Jim Packer, MMR

The view from the front of this train is nearing an end. As I look ahead, I can see where I will get off. After four years as your president, I will turn the cab over to your newly elected LSR President at the convention in Fort Worth in June. Although the ballots have not been tabulated as of this writing, the slate of candidates is impressive and I am sure the leadership will be in good hands. I must say that with only one candidate for each position, and knowing the history of write-in candidates, the results of the election must be obvious to each of us. In a more perfect world, we would like to have at least two candidates for each office, but it is difficult to find people willing to give of themselves to help the LSR continue down the track. We should all grateful to those individuals whose names appeared on the ballot for their dedication.

I have enjoyed the opportunity to serve you. When John Linda, chairman of the nominating committee, asked me four years ago if I would be willing to let him put my name on the ballot to be considered for LSR President, my initial reaction was to look at my busy schedule and beg John to look elsewhere. It seemed that I was in somewhat of a rut and was not finding the time to work on my layout. How could I possibly spend my modeling time on something other than building models? What I learned was that I have had more motivation to work on the Nevadun Railroad, and I have spent more time doing so than I did before. I am still busy, and retirement certainly doesn't imply a lot of sitting around in an easy chair, but serving as LSR President has helped me to spend more time on my layout, rather than less. I say this to impress on you that involvement in this organization shouldn't mean that you have to give up building models or running trains if you are asked to run for office.

I want to thank all of the members who have served the membership faithfully during the last four years. While there are too many to list, I want to offer a special word of recognition to John and Eunice Linda. Between the two of them, they have kept the LSR on track for many years. Eunice served in the past as Secretary/Treasurer for 27 years and John has been chairman of the nominating committee (actually, the entire committee) for 25 years. I doubt that a 52 year family service record will be equaled very many times in any organization. John has asked that he be allowed to step down and one of the first tasks of the incoming president will be to find a replacement arm-twister, the real function of the nominations chair. I'm sure the new president would be grateful to any of you who would be willing to offer your name for his consideration for this very important job.

I'm not getting off of the train. I am just giving up the throttle and moving back to one of the passenger cars. I hope to see you there. Maybe you will bring some new passengers with you. Who knows which of them will move to the front of the train as we continue down the track! Until then, never forget that we are all in this for our pleasure. Model railroading is fun, so you keep on having your share of it.

View from the Spar Pole

By Chuck Lind, MMR

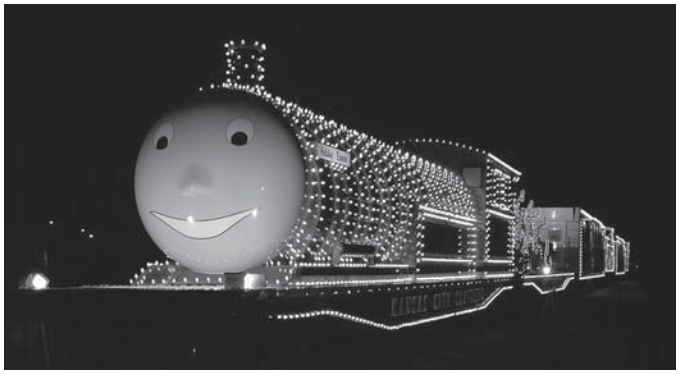
In February a few of my Narrow gauge friends took a trip on the Durango and Silverton's first ever Winter Photo Special. When we made or reservations they called back and said they were adding the caboose to the train and asked if we would be interested, what the heck it doesn't cost much more to ride first class. Of course I drove and just had to make a stop in Chama to see how work was going on engine repairs. The day we arrived they were in the process of painting #488. Sure was good seeing paint going on an engine that had been in the rebuilding process for the past couple of years. The photo special was very well planned with morning pastries and coffee furnished in each car. Leaving Durango there was just a light dusting of show on the ground and about 28 degrees but as you gain altitude that all changes. The caboose did feel good with a coal stove keeping things nice and toasty. We had about 5 run-bys on the day long trip which had very organized photo lines. Some of the lines were more difficult as you broke through the snow when you walked and sank about 3 feet. We went a little farther than the normal daily winter train run with our final run-by in a series of S curves just north of the Cascade Canyon wye.

In the train room progress continues to be made. I have received my Easy DCC system and the installation has been going relatively smooth for someone that dislikes wiring. Have converted a couple of engines and learning how the program process goes with DCC. So far I am very happy with the sound as compared to my old PFM systems, just need to make it through the programming curve.

On the workbench I have several projects that I am trying to complete for Ft. Worth. This will be my last contest that I will be competing in. After 12 years Loren has decided to step down as Contest Chairman, and since the contest room has always held a special place for me when Jim Packer asked if I would take over as chairman I told him yes. I still believe that competing in the contest makes you a better modeler. One of the best ways to learn to be a better modeler is to be a judge and learn what makes a good model. While Loren will still be over the contest this year I will be in the contest room with him learning what it takes to handle the paperwork and check models in and out. Loren has done a great job and I have enjoyed working with him over the past years, just wish I would have paid more attention to the details of the job. If you get a chance stop by the contest room in Ft Worth and share your thoughts on the contest good and bad so we can continue to have a great contest. While I won't be competing anymore I still plan on bringing models for display only, I still need the motivation of the contest to keep my skills up and give me deadlines.

Elf Stories, Part Two

Continued from last issue
by Don Kimmell



We should have a good crowd tonight, so let's do 1,000 or so. Got the assembly line working and in just over an hour we are done! Now it is time for lunch—informed we would be on one leg of the "wye" at the old station/museum and they would be moving us about 3:30pm, so be on board or out of the way!! I spent the time touring the wonderful museum they have made out of the station, great photos and artifacts. The city fathers were cleaning up the area, using some gentlemen in orange jumpsuits to do most of the work, and everyone in the holiday spirit, despite the 6 or so uniformed individuals with shotguns!!! Before I knew it, it was time to head on back and rest, drink coffee and enjoy the traffic jam we created as they moved the train. Time to change and get into Christmas Spirit!!! Well, they spotted the Holiday Express on the wye, and then took the business train back into the yard, 500 yards and one very busy street away—a bit of a walk, no problem during daylight—but wait till dark, hum…is this fun yet??? So off we go, dressed in green, wearing funny hats, expecting a "good" turnout, well the cars stopped to let us cross, and everyone was waving at us, everyone was really getting into the sprit!!! 5:00pm—Showtime!!! The line already was long, in fact we had a couple of people show up at 3:30pm, with lawn chairs to wait—I asked one gentleman why, to which he replied…"my wife said to, or…" and he was the first in line. Tonight we seemed to have more little boys than girls—funny. Well, we did pick up a couple of local volunteers, about 6, so it took some of the work load off the "regulars". Got the usual questions—"is Santa really here", "why are you so big", and a first-…"where is the snow?" of course with kids you had better have a quick answer or you are really in trouble. So we do have some "stock" answers—"yes, He is here", "we are special elves", and "the snow melted on the way south".

Before you knew it, the evening was over and we had a record crowd for DeQuincy—2280! Back to the train and supper—a couple of nice local policemen turned their car lights down the track so we could see our way 'home". Supper first, then off to bed and a trip south to Beaumont, Texas.

I had wanted to stay up and see the Neches River Bridge, but I fell asleep and that was that! Next morning would find us in the yards at Beaumont, and it did…walked out on the platform of the New Orleans, to the beautiful(?) sight of huge tanks to my right—some sort of refinery—and a track full of tank cars—stenciled with-Liquefied Petroleum Gas, Anahyrodous(?) Ammonia, Molten Sulfur among other things!!! This sure isn't Kansas Toto!! Oh, well off to breakfast, and start our "daily" routine…stuff and clean.

After staying in the yards at Beaumont, I have come up with a tip for all those prototype modelers—you need to flatten at lest half of the wheel set on your tank cars, it seemed there sure were a whole lot of cars with flat spots on at least one wheel set!!! Thump, Thump, Thump, THUMP!!! All morning!! Also watched the "new" remote control switching—interesting—this is one-to-one scale railroading!!! I was later to find out why there were so many flat spots on the wheel sets. In a word—"humidity" – the wet track lets them slip and slide too much!!!

This evening's show would be in the yards, so we did not expect a large crowd, and we didn't get one, only 759 wet souls, because it started to rain, but it was warm—65 or so! In fact we had to send out for some "bug" spray—the mosquitoes were huge!!—looked like they could carry one off!!—they were "salt water" types, and they "…grow'em bigger in Texas." This is December, and here we are soaking ourselves in bug spray—oh, the fun we are having!!! Because of the rain, which did get heavier as the evening wore on, the Head Elf, pulled the plug or turned off the generator—we carry our own—100kw—about 9:30pm and it was back to an early dinner! After dinner, one of the other elves, Ronnie Rode, said he wanted to ride outside on the platform to see what it looked like from the rails into Port Arthur. It seemed that he had spent or miss-spent his childhood alongside the track, but had never ridden down them, walked but never rode. So I offered to join him. Interesting, as this was my first time on this leg of the KCS, and I would have a "local" for info! It only took us one hour to travel south, with "expert" commentary the whole trip…"that place used to be a_____, and see that, that's where so-and-so used to live, and can you believe that, they are building houses in that low area." We arrived before 11:30pm, and they tucked us into the yards for a quiet night.

Next morning we woke to 95% humidly and a temp of 55 degrees—and this is December!!! We watched the local yard crew do some switching, found out that because of the wet rails, everything, but everything would slide—including the locomotives, so you didn't want to get too much speed going, or…..They told us to stay on the train, as we were going to

take on fuel and water—fuel for both the "F" units and our generator, and all the cars needed water. So no showers till they are done. Once we were topped off, they were going to move us into position for tonight's show—this would happen mid-morning, so we would have enough time to stuff and clean. They spotted us where the old station once was, there was still some of the foundation left—the same place where countless "Flying Crows" and "Southern Belles" once stopped, HISTORY!!! Then it was off to work, to earn our keep! Lunch, then free time…in beautiful Port Arthur, Texas…..or what is left of downtown. Took a 10 block walk, get some exercise, look around, visit some of the local hot spots…you could do it right down the middle of the streets—no traffic, a typical Saturday afternoon in south Texas!!! Then about 4:00pm it was time to get ready for the show, change clothes, drink that last cup of coffee, and put the smile on-got to have happy elves!!!

It was funny, after a couple of days on the train, you tend to loose track of time, and we would keep asking each other "…if this is Port Arthur, then it must be Saturday", and you only knew that by looking at the schedule that was posted on the wall in the dinning car!!! Seven stops down, 22 to go! This evenings show was typical, a bit of a line, maybe a 30 minute wait, weather mild, cloudy, humid and tons of bugs—get out the bug spray!! We were hoping for a smallish crowd, seeing as the next nights show is in Vicksburg, MS—approximately 400 miles away…we knew it was going to be an all-nighter!!! Well about 9:30pm our crowd had disappeared and it was time to go, and we did. Everyone was glad to be leaving the bugs behind, but not really looking forward to the cold weather that was in the future. After dinner, we were approaching the Neches River Bridge, so a number of us Rail Fans took up our station on the platform to cross a "lift span" bridge. Interesting. Another bridge built by the lowest bidder. Then it was off to bed.

Woke up in the Bossier Yard, we stopped to let off one crew and get a new one. Also picked up a couple of new elves, help, yea!!! And it was raining cats and dogs….this evening could be a bit fun!! Meanwhile, the dispatcher let the "pig" go on by. Now we had a clear track, all the way to Monroe, at least. Off to breakfast. It was during breakfast everyone noticed that our engineer had flat-spotted one set of wheels on the dining car!! Our expert on operations stated that "…these engineers today don't know how to stop a passenger train the right way….you first apply the brakes, then you chop the throttle, not the other way around, that's the way you do on freights!" It turns out he was right, cause they had flat-spotted another car also, and they couldn't do any thing about that till they got back to Shreveport, on December 20th. We arrived in Vicksburg about lunch time, so it was eat, then off to bag, there was no time to clean, in fact we needed to bag enough for both tonight and tomorrow night, when we would be in Ashdown, AR.

So bag away, in fact we had 10 of us, did over 2000+, and then some! Then time to get ready for tonight's show. Last year we had our biggest crowd in Vicksburg, so we were expecting about the same, a whole lot of people. The rain had stopped, the weather was mild, and we started with a bang! Actually, a Civil War (or the War of Northern Aggression) group had their cannon setup and fired a "sundown" gun; a few people did look for cover. Then Santa was there taking requests, posing for pictures and making a whole lot of kids happy. I did manage to get a few pictures taken this night, seeing this would be my "last show".

Tonight's crowd was only 1312 souls, down a bit, but not too bad. Finally it was 10:00pm, lights off, things put away and ready to pull out of town. We had just sat down to supper and the heavens opened up! The area we were parked in was soon completely covered with water, we did just luck out! Then it was off to Shreveport and our turn north.

I left the Holiday Express in Shreveport, sad to be leaving, but glad to be going home—we had run out of water in our car last night, so – no showers and don't use your potty, and we were not the only car that was out of water!!! During my ride, in the 5 towns/cities we were, we had 10,700 people board the train, not counting how many just came to see the lights. Overall, the Holiday Express stopped in 29 cities/town, in 8 states over 22 days, and this year had over 38,600 people get on!!! I think the KSC was happy, cause I know I was, and yes I will do it again, at the drop of a hat!!!

PROGRESS at South Side Railroad Modelers

By Michael Weiss

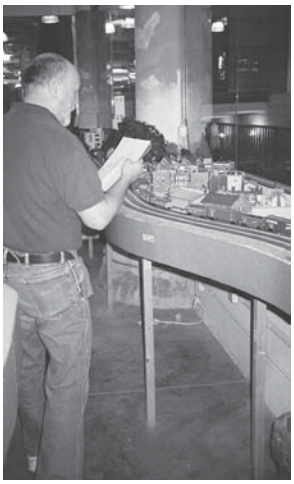
At the South Side Railroad Modelers in Dallas, we've been working on the railroad. Since the report in the Winter 2004 *Marker Lamp*, the club has made progress on trackage, scenery and operations of our South Side and Rio Mesa Railroad.

The most noticeable change in trackage is the South Side yard. All track for receiving, classifying and storing cars has been completed. Matrix controls for yard turnouts have been installed. The yard operators have only to select the desired track by means of a pushbutton on one of the yard panels, and all appropriate turnouts are aligned. Bart Bartholomew and Ken Klaviter handled much of the track installation, with Dwayne Ward handling track and turnout wiring and Jerry Hoverson building the control panels.

Engine service facilities are under construction. A concrete coaling tower has been installed for steam locomotives, and the 130 foot turntable is nearing completion. Ken Klaviter is constructing the turntable including the pit, bridge and drive mechanism.

Another milestone has been completion of the staging yard benchwork and beginning of tracklaying. This yard will greatly expand the operating abilities of the layout, providing a source and destination for connecting traffic.

The switch tower which serves as the dispatcher's office has been completed. Visitors, especially those not familiar with model railroads, are fascinated when the door is opened revealing the helix which connects the South Side yard with the rest of the railroad.



All of these improvements have enabled our club to start scheduled operating sessions. Regular operations are held on the fourth and fifth Tuesdays of every month, starting at 6 P.M. The first attempts at organized operation were during late summer 2004 in preparation to the club serving as a host layout on the DFW Interchange held the end of October. During the interchange we hosted visitors from Houston, Tulsa and Kansas City and were pleased to receive many positive comments.

Jerry Hoverson and Chris Atkins have done much work to get a suitable operating plan. Presently we can keep eight people busy — a dispatcher, two yard operators, a local industrial switcher and four road engineers. The addition of the staging yard will provide the addition of through trains and help balance the work load of the yard operators.

Scenery is progressing. Planning and changing of track in the industrial complexes at Ervay Street and Industrial Blvd., including construction and installation of structures are being handled by Alf Alvarez, Dwyane Ward and Mike Weiss. Jim Hallam is working on the Dealey Plaza and Ken Zahrt is tackling the major downtown urban scenery and structures. Rivers have been crossed with bridges scratchbuilt by Bob Brand, who also is designing and constructing the Rio Mesa livestock pens and town.

One of the notable areas on the layout is the steel mill complex constructed by Tom Patterson. With its large buildings, extensive trackwork and lighting, the mill always gets a lot of positive comments from visitors. Tom is further improving the area with little details that bring realism to the scene.

A large railroad requires a great deal of rolling stock. Doug Shea continues his yeoman efforts to ensure all cars on the layout meet standards. He has upgraded many donated cars with new wheel sets, proper weights and coupler heights.

One major step made to develop the identity of the railroad was the purchase of several boxcars lettered for the South Side & Rio Mesa. Additionally we have decided on paint schemes for cabooses and diesel locomotives, and Ken Zahrt and Jim Hallam have painted the first locomotive and cabooses to proudly carry the railroad name.

As always with a model railroad, changes occur as experience suggests improvements. In addition to the redesign of an industrial area as mentioned above, a revision to the mainline between Highland Park and Ennis is being looked at to provide better separation of the towns and improved scenic possibilities.

One of the major problems that has come up during operating sessions is communication between the dispatcher and train crews. We have tried two different styles of radios which have worked successfully at other locations, but not at South Side. If we cannot solve the problem of wireless communication, we will have to consider a hardwired telephone system.

South Side Railroad Modelers welcomes visitors and new members (skills not necessary, training will be provided!). Meeting nights are Tuesdays. A business meeting is the first Tuesday at 7:30 PM, work sessions are the second and third Tuesdays, with "official" starting time of 7:30 PM, but most members start earlier. As mentioned above, operating nights are the fourth and fifth Tuesday starting at 6 P.M. Club entrance is off Arnold Street in the back of the South Side on Lamar main building.

The club will host an operating session during the LSR Cowtown Convention in June.

More information on the club can be found on its website, www.railroadmodelers.com.

Trustee's Report

By Jim Packer

As you probably realize, this will be the last **Trustee's Report** for the Lone Star Region Trustee . . . . ever! When my name comes off of the list in Cincinnati when the new Board of Directors is seated, the position will have been eliminated by the terms of the new NMRA regulations. For as long as I can remember, the LSR has sent a member to serve on the Board of Trustees. In spite of the stated legal position of the BOT, each regional trustee came to the board meeting with an understanding of the needs and desires of his or her region. Trustees were told continually that their responsibility was solely to the NMRA and that they were not there to represent their regions. That is very much like telling the jury to disregard the last statement by the witness. All of that is about to change.

The February issue of the NMRA Bulletin (included as a part of Scale Rails) contained resumes of the four candidates and a ballot for you to vote on your choice for the Western District Director. Your Director (trustee), after these votes are counted, will live in California, Nevada, Missouri, or Washington. The hard part is, you very likely didn't know any of the four that you were asked to vote on. The usual response to a situation like that is to just not vote, but that is unfortunate for the future of the NMRA.

When voting on an LSR Trustee, you probably knew the candidate. When voting for a Western District Director, you will have 22 states from which to field candidates. If this organization is to survive and continue to be an active force in our hobby in the years to come, we are going to need strong leadership with an understanding of the needs of the organization and a real desire to work together to set goals and find ways to achieve them. I urge you in the future to study the candidates and vote, even if you don't know the people.

While all of this may make you feel like we won't have a voice in the NMRA in the future, that concern has been alleviated with the introduction of a new branch called the Regional Advisory Council. The RAC, as it will be called, consists of one representative from each region, usually the Region President, who will elect one of the Directors to the board. The RAC members will confer from time to time, usually by e-mail, on subjects that will directly affect the regions. Their voice will then be heard by the NMRA Board of Directors through the Director that they have elected.

Perhaps I should offer on last word of explanation as to why all of this was done. In a word, money. You may not realize it, but each meeting of the board costs the NMRA thousands of dollars. While in the past, food and lodging expenses have been up to the individuals or their regions, transportation expenses have been paid by the NMRA. To bring 25-30 people in twice a year from places as far away as Australia is expensive. By reducing the size of the board, the NMRA is savings dues money to keep the cost of membership as low as possible.

My term on the Board of Trustees has brought a new understanding of the NMRA. The future of our organization is up to all of us. Membership is declining and the average age of the members in going up. We need to work as a group and as individuals to bring new NMRA attractive to the younger people who love trains and love to model them. If each one of us could attract just one new member, we could double the membership. Will you do your part?

Supercalifragilisticexpialidocios

Talk about Shock and Awe….Imagine… we have not one but **three** new Master Model Railroaders in the North East Texas Division 3 in the last 4 months!!!

Edward "Ned" Spiller, Grand Prairie

Ned was reared on Long Island in New York and progressed from Marx O to HO scales during his early years. His jobs in the telephone industry, primarily with Western Electric and Lucent, took him to Vermont, New Hampshire, Atlanta, and finally to Dallas. While in the New England area, he developed a deep interest in the Rutland Railroad. In Atlanta Ned's railroading enthusiasm was sparked by the dedicated railroaders in that area, and he enhanced his Danby Ludlow and Springfield Railroad based on the Rutland's Bellows Falls subdivision. He served in several NMRA capacities in the Piedmont Division in Georgia and earned the Association Volunteer and Chief Dispatcher certificates. He developed a strong interest in operations while in the Atlanta area and has continued that interest in the Dallas-Fort Worth areas. Ed's HO layout features antique types of electric switches and equipment based on his early career in the telephone industry, but the electronics are up-to-date. After retirement in 2003, Ned concentrated on completing the Electrical Engineering, Civil Engineering, Scenery, Structures, and Cars achievement certificates. In November he became MMR No. 343.

Paul Richardson, Garland

Paul moved his family from Springfield, Missouri to Garland several years ago and jumped into the Dallas area model railroad community with a strong intensity. He and his son Duane started building the HOn3 Purgatory & Devil River Railroad. Along the way they developed numerous innovative techniques to enhance their layout without spending a fortune. They have graciously shared these ideas with other railroaders in numerous clinics. Paul served as Director of Division 3 and LSR Membership Chairman. Most recently, even though he has been on a "temporary" job assignment for the past year in Kansas, Paul has served as the Division 3 Advancement Chairman. He has worked tirelessly trying to get many of us to work on the projects and paper work for our achievement certificates. He also has served the entire NMRA membership by providing the tenure certificates for its members. Paul has earned the Chief Dispatcher, Association Volunteer, Association Official, Electrical Engineering, Scenery, Author, and Cars achievement certificates.

Jerry Hoverson, McKinney

As so often happens, Jerry was hooked on model railroading with a HO 4' x 8' layout with his dad. After college and kids, he got back into railroading in 1969-70. He has the unusual distinction of serving as a pilot for 10 years in the Navy and then doing an inter-service transfer to the Air Force for a second 10 year tour. He racked up over 5,300 flight hours; was a flight instructor; had tours in Korea, Sicily and at the Air Force Academy, and landed on about every type of aircraft carrier then in service. Jerry currently works as a software engineer at Raytheon. While at the Air Force Academy, Jerry became enthralled with the D&RGW and Colorado & Southern. He has built 5 or 6 layouts before his current Rocky Mountain Central (HO) and Colorado Pacific (HOn3) which occupy a 24 x 34 foot dual-level space and is set in the steam-diesel transition era. Jerry has built many beautifully detailed structures. The combine coach, spreader, flanger, caboose, and other cars he built for the Cars achievement certificate were marvelous. Jerry also earned the Scenery, Structures, Civil Engineering, Electrical Engineering, Author, and Chief Dispatcher certificates.

We are immensely proud of these new Master Model Railroaders in the North East Texas Division.

Cowtown Limited June 1-5, 2005

Here it is already May. It is hard to believe that the annual LSR Convention is now just a few days away. This years convention will be a great one because I have had a great group of individuals on the convention committee helping put the convention together. Because of the hours and effort put in by each one of them I know you will have a great time in Fort Worth this June.

The convention planning is now just about complete. If you haven't checked the web site lately you will find that several new events have been added. The site is updated often as new things or changes develop.

The major **new events** added are the 2 BNSF tours. Thursday morning is a tour of the BNSF Headquarters and Operations Center. Because of security reasons and limited parking accommodations both BNSF tours will be extra fair to pay for transportation to the facilities. The Thursday tour extra fare event (BNSF Tour A) and will be limited to the first 50 to sign up. The BNSF tour will leave the hotel at 8:30 AM and arrive at the BNSF headquarters visitor center at 9:00. The tour will begin in the upper gallery room with a short film about the BNSF RR history. After the film the operations center will be the center of attention. After viewing the operations center the tour will be split into two different groups. Each group will then visit the Office building and then the Marketing building to view the historical BNSF art collection located throughout each building. Both groups will then meet back at the company store. The tour will return to the Hotel between 11:00 – 12:00.

Friday morning is a tour of the BNSF Alliance Intermodal facility. This will be an extra fare event (BNSF Tour B) and will be limited to the first 50 to sign up. The BNSF tour B will leave the hotel at 8:15 am. After arrival at the Alliance Intermodal yard everyone will participate in a safety meeting. Then we will tour the yard in several different groups. We will also be given the opportunity to take pictures while in the yard. There will be equipment available for photo opportunities and maybe a couple of run bys. There will also be a loading and unloading demonstration just for members of the tour. This should be a great tour with lots of action. This tour should last till about noon.

If you registered early before these events were confirmed you might want to consider signing up for them before they are sold out.

In addition to these 2 special events there are 21 great clinics scheduled, Operating session on 15 area layouts, 30 layouts on the self guided tours, 2 extra fare top 5 layout tours, a great Non Rail program, a great convention banquet speaker and all the other normal convention activities.

The Cowtown Limited convention will be held at the Fort Worth Holiday Inn North, 2420 Meacham Boulevard, located just a few miles North of downtown Fort Worth on I35W. The hotel convention room rate will be $70 a night, which includes a breakfast buffet in the hotel restaurant. The hotel is guaranteeing rooms for the convention until the 2nd of May. After that, the convention rate will only be available if rooms are available, so make your reservations early. Making reservations can be made by calling the hotel's reservations number at 817-759-4614 or the main number at 817-625-9911. Be sure and ask for the Model Railroad Group or Cowtown Limited (June 1-5, 2005) rate when making your reservation. **Remember, when making lodging reservations, it is important that you stay at the convention hotel. In order to use all the space required to hold the convention, the convention has had to guarantee many room nights. If we do not meet the minimum room nights the cost of the convention space will increase considerably.**

The convention committee has put together a great convention program for you. For it to be a really great convention we need you to participate. If you haven't sent in your registration already please send it in now. We guarantee you will have a great time in Cowtown.

See ya in June

Bob Bray
Cowtown Limited 2005 Chairman

Come Celebrate Model Railroading
LSR Cowtown Limited Convention
June 1st thru 5th - 2005

EARLY REGISTRATION ENDS APRIL 15TH, 2005 (SEE NOTE)

Name of PRIMARY REGISTRANT: _____ Date: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____/_____

Phone #: (____) _____ Email: _____

NMRA Membership #: _____ Exp Date: _____ LSR #: _____ Exp Date: _____

Primary Registrant to Check only ONE of A, B or C:

A: ___ Current NMRA Member and Region Member:
$60 Primary Registrant. **($70 after April 15th)**

B: ___ Current NMRA without regional affiliation (includes Lone Star Region Membership for one year)
$66 Primary Registrant. **($76 after April 15th)**

C: ___ Non-Member (includes 6 month Railpass NMRA membership $9.95 & LSR $6.00 Membershipr:
$76 Primary Registrant: **($86 after April 15th)**

NOTE: **Early Registration Fee is $60**
After April 15th Base Fee is $70
Sign-up now & save $10.

Please clearly print your name below as you want it to appear on your registration badge if different from above:

Badge name: _____

For family members with the same address as the Primary Registrant (no NMRA membership requirements).

$60/$70 after April 15th - Adult family member (Badge Name): _____
$60/$70 after April 15th - Adult family member (Badge Name): _____
$15 Minor child 6 thru 18 - Excludes Meals (Badge Name): _____
$15 Minor child 6 thru 18 - Excludes Meals (Badge Name): _____
$25 Special Day Registration Fee (Badge Name): _____

Other COSTS: (See Registration Form Page **2** for Details:)

$25 Registration surcharge (Primary Registrant only): applies to those who do not stay at their own home nor at the Convention Hotel.
$10 Operating Session Deposit (refunded at sessions)
$30 Convention Shirts - Advance orders until April 15th only!
$20 Fort Worth Layout Super Tour (Friday)
$20 Dallas Layout Super Tour (Saturday)

$1 Non-Rail Tour

NEW OFFERING
$14 BNSF Tour A - Operations Center tour (Thursday AM)
$14 BNSF Tour B - Alliance Inter Modal Yd tour (Friday AM)

Primary Registration (A, B or C)			$_____
BNSF Tour A - Ops Center (Thursday AM)	Qty ____ @ $14 ea		$_____
BNSF Tour B - Alliance Tour (Friday AM)	Qty ____ @ $14 ea		$_____
Registration Surcharge (if applicable):	$25		$_____
Adult Family Member:	Qty ____ @ $60/70		$_____
Minor Child:	Qty ____ @ $15		$_____
Special Day Registration Fee:	Qty ____ @ $20 ea		$_____
Convention Badge:	Qty ____ @ $5 ea		$_____
Operating Session Deposit:	Qty ____ @ $10 ea		$_____
Banquet Only Fee:	Qty ____ @ $30 ea		$_____
Non-Rail Tour:	Qty ____ @ $1 ea		$_____
Dallas Layout Super Tour:	Qty ____ @ $20 ea		$_____
Fort Worth Layout Super Tour:	Qty ____ @ $20 ea		$_____
Convention Shirts:	Qty ____ @ $30 ea		$_____
		Total:	$_____

Convention Shirts

Shirt Size	Qty	Type *
S		
M		
L		
XL		
2X +$5		
3X + $10		

*** Please indicate type by G (Golf) or D (Denim)**

Make Checks Payable to:
Lone Star Region (LSR)

Mail completed forms and payment to:
See page 2 for additional information

Stan Pirzchalski
4832 Lakeside Drive
Colleyville, TX 76034-4532

Rev: 3 -03/10/2005

LSR Cowtown Limited Convention
June 1st thru 5th - 2005
EARLY REGISTRATION ENDS APRIL 15TH, 2005

Convention Hotel: **Holiday Inn North**, 2420 Meacham Blvd., Fort Worth, TX 76106
Phone 1-800-465-4329, Local Phone: 817-625-9911
Hotel rate is $70 per night including daily buffet breakfast.
Ask for the Lone Star Region NMRA Rate
Deadline to obtain this rate is May 2nd!
Don't delay, make your reservations now!

Other Cost Details

$1 Non-Rail Luncheon Tour: $1.00 transportation cost.
Tour of historic Downtown Grapevine & lunch at Wilhoites Buffet Restaurant on Friday & 11:30am ($9.61 ea)

$25 Registration Surcharge (Primary Registrant Only)
Applies to those who do not stay at their own home or at the convention hotel. Fact: The cost of convention facilities is primarily subsidized by convention hotel guests. Everyone attending will share in these benefits, so we are asking that everyone pay their fair share.

$20 Layout Super Tours
Fort Worth Layout Super Tour – Friday 1:00 am to 5:00 pm
Dallas Area Layout Super Tour – Saturday 7:00 am to 2:00 pm
Cost is for transportation to the layouts and back. Tour will include several layouts not on the self-guided tour. Refreshments will be served. Each tour is different and will include at least 5 layouts & a stop @ a local hobby shop.

$5 Cowtown Limited 05 Convention Patch

$30 Convention Golf Shirt and Denim Shirt - Advance Orders until April 15th Only
We are offering two different shirts for this convention. Both shirts have a pocket with the **Cowtown Limited 2005 Convention logo.** Shirts can be picked up at the Registration Desk. Available in sizes: Small, Medium, Large, XL, 2X (+ $5) and 3X (+ $10).

Special Convention Event - Extra Fare Required

$14 BNSF Tour A - Operations Center Tour Thursday Morning (NEW)
LSR members will be bussed to the BNSF headquarters building for a tour of the operations center, the BNSF art collection, & a stop at the employee store. The tour is limited to only 50 people, so register now. The event will last 3 to 4 hours.

$14 BNSF Tour B - Alliance Inter Modal Yard Tour Friday Morning (NEW)
LSR members will be bused to the BNSF Alliance Inter Modal yard. The tour will consist of a bus ride around the yard with a visit to the control tower. This tour is limited to the first 50 registrants. So, sign-up now! This event will last 4 to 4 hours.

$10 Operating Sessions (refundable at session)
The DFW area has many great operating layouts. Further information on the layouts is available in the Marker Lamp and on the convention website. Operating sessions will be held on Wednesday, Thursday and Friday evenings at 7:00. YOU MUST INCLUDE A TEN DOLLAR ($10) DEPOSIT FOR EACH OPERATING SESSION YOU PLAN TO ATTEND. Your deposit will be refunded at the operating session. No shows will forfeit their deposit(s). A drawing will be held on May 1st to determine which session(s) you may attend. You will be notified in mid-May of the location of your operating session(s).

Attention:
Operating Layouts are listed on the web site at:
http://webpages.charter.net/dobbsp/Lsr05.htm Or: www.lonestarregion.com
Using the layout matrix found on the web site, please indicate your choice of layout and Evening.
Wednesday ____ Layout #____ Thursday ____ Layout #____ Friday ____ Layout # ____

Multiple Discipline Clinics
Most of the clinicians are Master Model Railroaders and will give clinics on their specialties. Clinics begin Wednesday evening and run into Saturday.

Fort Worth
"Where the West Begins"
All of this and more at the city by the Trinity River.

More Cowtown Limited 2005

Attention Modelers:

If you were thinking about purchasing a new car you would probably attend a new car show. If you were thing about fixing up your home you would probably go to the annual home and garden show. Then one could conclude that if you were thinking of model railroading you would want to attend the 2005 Cowtown Limited Model Railroad Convention. If you have never attended a model railroad convention or if you haven't been to one lately make this year an exception and attend the 53rd annual LSR Convention in Fort Worth June 1-5. **Mark your calendars now and plan to attend.** The convention has been named the Cowtown Limited and many of the activities at the convention will have a western flavor. On behalf of the Convention planning committee I have prepared this document to explain to you what goes on at a model railroad convention. You are guaranteed to have a great time and meet some great people. I invite you to join us this year for an event you will remember for a long time. If you would like additional information give me a call at 817-249-4965 (H), 817-935-4292 (W) or email me at Robert.L.bray@Lmco.com. So what are you waiting for. Fill out the attached registration form and mail it today.

The Cowtown Limited convention will be held at the Fort Worth Holiday Inn North, 2420 Meacham Boulevard, located just a few miles North of downtown Fort Worth on I35W.

The convention will start on Wednesday evening with clinics at the hotel and operating sessions at area layouts. Thursday morning convention activities will kick off at 8:00 am. Thursday activities will consist of clinics, contest, silent auction and Non Rail Clinics. Also scheduled for Thursday morning is a tour of the BNSF Headquarters and Operations Center. Because of security reasons and limited parking accommodations both BNSF tours will be extra fair to pay for transportation to the facilities. The Thursday tour extra fare event (BNSF Tour A) and will be limited to the first 50 to sign up. The BNSF tour will leave the hotel at 8:30 AM and arrive at the BNSF headquarters visitor center at 9:00. The tour will begin in the upper gallery room with a short film about the BNSF RR history. After the film the operations center will be the center of attention. After viewing the operations center the tour will be split into two different groups. Each group will then visit the Office building and then the Marketing building to view the historical BNSF art collection located throughout each building. Both groups will then meet back at the company store. The tour will return to the Hotel between 11:00 – 12:00. Thursday night will be devoted to clinics at the hotel and local operating sessions.

Friday's activities will consist of clinics, contests, and the silent auction starting at 8:00 am. The Non rail event will begin at 9:30 am with a tour of Historic downtown Grapevine, including shopping, a winery tour and lunch at Willhoite's buffet ($9.61 ea.). The Non-Rail event for Friday evening at 7:00 will be a toe tapping, hand clapping, sing along musical event with Oris Baldwin. Also scheduled for Friday morning is a tour of the BNSF Alliance Intermodal facility. This will be an extra fare event (BNSF Tour B) and will be limited to the first 50 to sign up. The BNSF tour B will leave the hotel at 8:15 am. After arrival at the Alliance Intermodal yard everyone will participate in a safety meeting. Then we will tour the yard in several different groups. We will also be given the opportunity to take pictures while in the yard. There will be equipment available for the photo opportunities and maybe a couple of run byes. There will also be a loading and unloading demonstration just for members of the tour. This tour should last till about noon. Then around 1:00 Friday afternoon the Fort Worth top 5-layout tour will begin. This is an extra fare event as transportation will be provided and will require a minimum of 23 registrants. This tour will visit 5 or more layouts and stop at a local hobby shop. Friday evening will continue with clinics, operating sessions and all other convention activities.

Saturday morning starts off at 7:30 am with the Dallas Area top 5 Tour (transportation provided extra fare event, requires minimum of 23). This tour will visit 5 or more layouts and stop at hobby shop in Addison. Because of travel this trip is expected to take about 6 hours. Events at the hotel will be clinics, silent auction and contest. The self guided home layout tours will be all day Saturday. Prototype tours suggestions for Saturday are the Trinity Railway express, The McKinney Avenue Trolley (Dallas), and The Age of Steam Museum in Dallas and the Tarantula Steam Train in Grapevine. There will also be clinics on Saturday morning and Non Rail clinics Saturday morning and afternoon.

Saturday evening events consist of the happy hour, banquet, awards and door prizes. Guest speaker for this year's banquet is Larry DeYong, Publisher of *Scale Rails Magazine*. After the banquet will be the always exciting live auction and Non-Rails Bingo.

Some of the extra fare events require a minimum number of participants to be scheduled. If you sign up for an event that doesn't materialize your money will be refunded at the registration desk. Transportation will be furnished for all extra fare events. The top 5 tours will visit some of the areas top layouts as well as a local hobby shop. Space will be limited, so sign up early. Several of the layouts on these tours will not be on the Saturday self guided tours.

Clinics:

The Cowtown Limited crew is dedicated to bringing you a great assortment of clinics for this year's LSR convention. A total of thirty eight (38) hours of training is planned by experts in many fields. Several of the clinics will be offered twice to help you attend a clinic that is scheduled at the same time you wanted to attend another clinic.

When people ask why they should come to a convention, the word "clinics" is always one of my reasons. Think of it! Most of the clinicians are Master Model Railroaders and, of course, give clinics on their specialties. For this reason alone, you can get expert training on topics that you can choose. Plan to come with pencil, paper and questions. Jerry Schoenberg is in charge of clinics and has done a great job in providing a great program of new clinics that have not been presented at a previous convention.

Rail Clinicians - *Alphabetical*

Joe Barnhart: *Stringy Scenery*

A unique and strong substructure, using string as a base, for supporting scenery without a lot of vertical supports. Plaster sculpting in southwest terrains. Resource lists with websites and part numbers are included in handout. Paint formulas are also included.

Mike Barrett: ***Trestle Building***

Methods of building trestle bents and completed trestles are presented. Both pile and frame trestles are addressed. The techniques presented are appropriate for all scales in both standard and narrow gauge. Different prototypes are discussed, including BN, RGS, D&RGW and Alamogordo & Sacramento Mtns. Photos (models and prototypes) and drawings are presented. Easy ways to add a trestle to a plywood layout, or build a trestle on a bench, are described.

Al Boos: ***Roofs - Leading the Eye***

Tom Browning: ***Constructing the Pecos River Bridge***

This clinic will cover a brief history of the bridges crossing the Pecos River followed by a description of the design concepts for model construction. Also, the clinic will address specific construction techniques with demonstrations of those techniques.

Phil Chamberlain: ***RailOp for computer controlled operating sessions***

This clinic details the use of the RailOp program for Windows on a PC to provide very flexible, desired controls for car, engine, and train makeup and movement during model railroad operating sessions.

Bill Childers: ***Santa Fe Work Equipment in Texas***

In this clinic, pictures and comments covering three areas of Santa Fe Work Equipment include: 1) Brief look at the ATSF work equipment assigned to Santa Fe lines in Texas with emphasis on derrick outfits, pile drivers, and unique track machines 2) Tie and timber operation in East Texas 3) Tie plant operations in Somerville, TX

David Davis: ***Structure Construction Basics***

In this clinic, the knowledge gained from constructing many scratch and kit built structures will be taught. It will cover tools needed, construction guidelines; methods apply to simple plastic structures, plaster, metal, wood and "Craftsman" kits.

Larry DeYoung: ***Blocking and Classification: how a railroad Makes up a Train***

The clinic will draw on the presenter's experience in service planning at Conrail and describe the process of car classification and train blocking and operation. Included will be suggestions on resource material for operations-based modelers so that they may seek out, and find, information they need to appropriately model the railroad and period of their choice.

Gil Freitag: ***Scenery 101***

This clinic will show how to fill those flat and rolling areas of your railroad with scenery. It will be demonstrated on a level intended for beginners and intermediate modelers. I will show techniques for applying earth, grass, bushes, flowers and small scrubs. Track ballasting and a few types of roads will also be discussed and shown.

Charles Goodrich: ***Painting Brass Locomotives***

Painting Brass Locomotives is a clinic directed at all skill levels of modelers who want to pick up some pointers for finishing their models. Master Model Railroader, Charles Goodrich, will share all of his secrets learned in nearly 20 years of commercial model painting with the audience. Although the clinic is titled painting locomotives, the techniques apply to everything a modeler may want to paint. Covered topics include disassembly, preparation for painting, adding detail, decaling, assembly and weathering.

Keith Gutierrez: ***Battery Powered DCC for Garden Railroads***

The use of the NMRA-DCC control standard for outdoor garden railroading has opened up new capabilities thanks to the introduction of the AirWire900 System. The features and benefits of this wireless system along with pictures of beautiful outdoor layouts around the country will be described and shown The clinic concludes with actual equipment and demonstrations along with some suggested tips and techniques of the growing number of products from other DCC manufacturers. Battery powered out-of-door trains are the fastest growing segments of model railroading.

Pat Hiatte: ***SY 3-8-80: 24 Hours at the Crossroad of the Frisco***

On the Frisco railway, all roads led to Springfield, MO. Trains linking Texas and the Southwest to the Southeast, the Midwest and Plains all passed through this operating hub. Modelers of the railroad scene before the mega-mergers of the 1980's and 1990's will get ideas for motive power, freight cars, and train and terminal operations. Run-through power from Santa Fe and Seaboard Coast Line passes through on this typical day at the end of the bridge line era of American railroading.

Jerry Hoverson: ***Fence Me In***

It has been said that the greatest way to break up scenes and the horizon on a model railroad is the use of model fences. This clinic shows how to scratch build several different types of fences.

Lee Johnson: ***How you can make your existing layout, Operational***

Almost any layout can be converted to an operating model railroad. This clinic will help the owner: 1) evaluate the existing track plan 2) research and understand the concepts of operation 3) develop a plan for train and car movements.

Lloyd Keyser: ***Building the Postwar Bantam Cranes***

Bantam used war surplus equipment to create various cranes. Learn how to use resin castings, etched brass, Roco M35 and half-track vehicles as bases for creating these unique models

Cecil Lasiter: ***Overview of Bruce Chubb's C/MRI and it's Application to the LMRA Club Signal System***

This clinic provides an overview of Bruce Chubb's C/MRI, and how the Lockheed Martin Recreation Association Club is using the computer driven system to provide prototypical and dispatch friendly signaling.

Chuck Lind & Tracy Mitchell: ***Scratch Building With the Masters***

Hands-on clinic for 15 people. Rest of the room can watch. Person will scratch build a small yard building start to finish, many hands on tips and ideas. When complete your structure will be ready for the contest room. This will be a first come first serve clinic and will require $5.00 for supplies.

John Lowrance: ***Setting the Scene***

Today we have the best and most realistic structure kits, vehicles, scenery materials and detail parts in the history of model railroading, yet we still have problems combining all this stuff so it looks real and unique. The goal of this presentation is to provide ideas and techniques needed to blend all of the elements of your layout together into a cohesive and believable scene that makes visitors identify and remember your layout.

Ben Pearlman: ***Weathering Freight Cars, My Way***

I begin with a slide presentation showing factors to be considered before weathering. Explained considerations will

include the Age of Car, Era of Railroad, Location of Railroad, Use of Car, etc. I then show examples of weathered cars in several scales - N, HO, O. Next, I show my Dry Brush technique by weathering a car.

Paul & Duane Richardson: ***"If it ain't dirty, it ain't done - Part 2…How to weather your model railroad"***

In Part 1 (The 2003 LSR in Lubbock) we covered the Why's and Where's. In this clinic we will teach you How to weather your model railroad with chalks, paints, airbrush and more. We will cover weathering structures, rolling stock, locomotives as well as scenery details to help turn your layout into a realistic model world.

Dale Schmidtbleicher: ***Water, Water Everywhere, But Not A Drop To Drink!***

This clinic will present various materials, methods, and techniques used for adding "water" to your model railroad layout. There will be a specific emphasis on demonstrating how to model moving water for making a model waterfall on your layout.

Non-Rail Activities

This year the Non-Rail activities are being planned by a committee of four wonderful individuals. Julia Davis, Paula Packer, Mary Lou Schoenberg and Barbara Smith have put together an excellent program of five clinics and an outside trip and lunch in historic Grapevine. Watch the web site for additional details on the events.

CLINICS

Barbara Smith	Easy coaster (hands on)
Julia Davis	"Make and Take" Easter Bunny or Christmas Angel
Avis Rosenlund	Designs in Glass - Stained glass jewelry .
Joyce Knight	Wreaths and Bows
Carolyn Jehring	One Stroke painting

The Non-Rail event for Friday evening at 7:00 will be a toe tapping, hand clapping, sing along musical event with Oris Baldwin

There will be "Bingo" on Sat. night after the banquet. Also there will be puzzles, reading materials, playing cards, dominoes and light refreshments available in the hospitality area. Prizes are needed for Bingo. If you have some you would like to donate bring them.

Operating Sessions

$10 Session Deposit (per session), refundable at the session. The DFW area has many great operating layouts in the area. Fifteen area layouts will be open for the operating sessions. Information and layout descriptions will be posted on the convention website as soon as it is firmed up. Operating sessions will be held on Wednesday, Thursday, and Friday evenings at 7:00. YOU MUST INCLUDE A TEN-DOLLAR ($10) DEPOSIT FOR EACH OPERATING SESSION YOU PLAN TO ATTEND. You will be given a credit voucher for refund of your deposit at the operating sessions. Turn the credit voucher in at the registration table for a cash refund. No-shows will forfeit their deposits.

Following is the current list of Operating Sessions: (Operating sessions may change for many reasons)

OP SESSIONS

NAME	WED	THURS	FRI	# OPERATORS
Treadaway	X			4
Hoverson		X	X	6
Aust		X		4
Melhouse		X	X	4
Johnson	X	X	X	4
Gulf & Denver (LMRA)		X		10
Barnhart		X	X	8
McPherson	X			2
Day		X	X	3
Norwood	X	X	X	10
Keyser		X		2
Orr		X		3
Smith	X			2
Southside (Atkins)	X			6
Murphy		X		5

To schedule your choice of operating sessions go to the convention web site. Select the layouts that you would like to operate on. List them in the order of your preference. Then send an email to Jim Norwood at **norwood2@charter.net**. Jim will add you to the schedule. If you do not have email you can contact Jim at 4025 Diamond Loch West, Fort Worth, TX. 76180. (817-284-1229)

Layout Tours

In addition to the transportation furnished **(extra fare Top Five tours)** the self guided Home Layout tour will be on Saturday of the convention. It looks like there will be 20 to 25 layouts available for the self guided tours. They will be open throughout the day on Saturday. Times for each layout will be listed in the Convention time table. At the time of this publication the following layouts have been committed for the self guided tour.

Texas & Western – Large HO Scale Club layout
Olaf Melhouse – N Scale layout – The Dakota Northern
Tim Blackwell – N Sale layout – The Whitehurst & Pine Ridge RR
Jim Norwood – Large HO Scale layout of the Kansas Cith Southern
Frank Treadaway – HO Scale First time ever on a tour
Jim Packer – HO scale award winning layout
Stan Pirzchalski – Large HO Scale layout – The MDAK Railroad
Lee Johnson – HO layout Dallas Industrial Belt
Jack Kibbee – Large award winning HO layout with lots of detail
Lockheed Martin – Large HO scale layout
Don Murphy – HO Layout – The St. Louis. Atlantic & Pacific
Norm Bruce – HO Layout first time ever on tour
Stan Ujka -
Jim Aust – HO Layout – The Great Northern Railway
Ned Spiller–HO Layout–The Danbury, Ludlow, and Springfield Railroad
Doug Moore – HO Layout – Vashita & Western – First time on tour
R.D. Moses – HO Scale award wining layout
Lloyd Kaiser -
Bob Muse -
Joe Barnhart – HO Scale –The Denver North Park and Pacific Railroad
Howard Steveson – HO Scale – The Highpoint & Allenport Railway
South Side Model Railroad Club – HO large club railroad – The Southside & Rio Mesa RR
Brady McGuire – O Scale large layout

Additional layouts will be added to the tour schedule as the commitments are received from the owners. Watch the convention web site. We hope to post pictures and descriptions of the various layouts if we can get this information. There will also be be layouts open on the way to the convention and on Sunday after the convention is over. (layouts listed are subjected to change for various reason)

Guest Speaker

The Cowtown Limited Convention is very privileged to have Larry DeYoung as the guest speaker for the convention banquet. Larry is Publisher of Scale Rails Magazine, and will also be giving several clinics at the convention.

Larry grew up along the main line of the Erie and Erie Lackawanna Railroad in Northeastern Ohio. A graduate of Hiram College and Purdue University, he served on the budget staff of the Ohio legislature and taught economics at the University of Cincinnati. For the past 26 years he has been involved in the rail freight business, doing marketing, state (New Jersey, New York, and Pennsylvania) government relations, industrial development, and short line relations for Conrail before starting his own consulting business, L.A. DeYoung, Inc., in 1994. This has led him to consulting work for Norfolk Southern, several short lines, and rail industry suppliers. He currently is secretary and a member of the boards of directors of the Livonia, Avon & Lakeville Railroad and the Western New York & Pennsylvania Railroad, with the latter of which he also has an on-going consulting relationship, carrying the title of Vice President Government Relations.

In 1982 Larry helped found the Erie Lackawanna Historical Society, of which he is secretary; he is chapter historian of the Philadelphia Chapter of the National Railway Historical Society. He is a member of several railroad-specific historical groups as well as the Lexington Group and Railway & Locomotive Historical Society. He has written seven books on Conrail, the Erie Lackawanna, and the Erie for Morning Sun Books, and co-authored one, and has appeared in the pages of *Trains*, *Model Railroader*, *Railroad Model Craftsman*, *Railfan and Railroad*, *Diesel Era*, *The Railroad Press*, and other publications as author and/or photographer. His most recent feature article appeared in the March 2005 issue of *Trains*. He is a member of the Delaware Valley Regional Planning Commission's Goods Movement Task Force and the New York Chapter of the Transportation Research Forum, and is on the speakers' bureau of the Pennsylvania Chapter of The Nature Conservancy as well as playing trumpet in the Chester County Concert Band. Not surprisingly, his modeling follows the Erie Lackawanna, which he does in HO scale, although an O-scale PRR module is in planning as well. He is a member of an unstructured round-robin operations group in the Philadelphia suburbs, and a long-time member of NMRA. Since August 2004 he has been head of the publications department of NMRA, a volunteer position, and is publisher of *Scale Rails* and *The Bulletin*, the NMRA's official publication set.

Prototype tours

There are a lot of a Prototype or railfaning activities available in the Dallas Fort Metroplex area. Because the convention schedule is already loaded with activities including the two Prototype tours to the BNSF no other prototype activities are planned. Following are some prototype activities and ideas that are available for you to do on your own.

The Trinity Railway Express – Daily (except Sunday) commuter train to Dallas. Runs from early in the morning to about 8:00 in the evening. Reasonable fare structure. Ride the train to Dallas and visit Dallas Union Station. Schedules will be available at the convention.

Grapevine Vintage RR - The Tarantula Steam Train – 707 S. Main Street. Grapevine. (866) 468-7630, www.gvrr.com Departs daily from Grapevine to Fort Worth Stock yards at 1:00pm and returns to Grapevine at 4:15. Adult fare is $20 round trip. (Not Always Steam).

The Southwest Historical Society Age of Steam RR Museum – Located in Dallas at Fair park. Displays of prototype equipment. Regular admission price: $5:00 adults - $2.50 children 12 and under.

The McKinney Avenue Transit Authority – 3153 oakgrove Avenue, Dallas. Restored early 20th century streetcars operating on new or refurbished track along McKinney Avenue. A 4 mile 40 minute round trip. Operates daily in Dallas

The Forrest Park Railroad – Fort Worth Zoo – Forrest park Depot, on Colonial Parkway between Forrest Park Boulevard and University Drive. (817) 336-3328 $3,$2.50 for ages 1-12 and seniors – 11am-5pm Mon-Fri; 11am -5/6pm on Sat/Sun; end time depends on weather & number of passengers. Enjoy a 5 mile ride from Forrest Park to the duck pond in Trinity Park.

In Addition to the above prototype operations visit the Fort Worth Rail market, Fort Worth Intermodal transportation Center, Amtrak Station, The Historic Texas & Pacific Station, or ride the Fort Worth Trolley to some of the Fort Worth area attractions. Several RR yards are located around the DFW area. However viewing may be limited because of RR security requirements. Information about many of these items will be available at the convention registration table.

Model Contest

There will be many great models entered in this years model contest. You can view these models daily until the room is closed for judging.. If you have never entered a model in a contest make this the year to do it

Auction

The silent auction room will be open for bidding starting Thursday morning. It will close sometime on Friday evening. Bring items to put in the auction and visit the room often during the convention. Then on Saturday night after the banquet the annual live auction will take place.

Volunteer Opportunities

As many of you know it takes many volunteer hours to put on a convention. Many of those happen before the convention. However a lot of volunteer labor is needed daily to operate the daily events. If you have some free time and would like to volunteer for a few hours stop by the registration table and signup. Volunteer help will be needed for the auction room, the contest room, contest judging, etc. Most of these assignments require just being present to answer questions.

LSR CONTESTS Ft. Worth

It's almost Contest time again, and we're looking forward to a good turnout in Ft. Worth this summer! Time to fine-tune that masterpiece and head for the Show!

CONTEST ENTRY FORMS are on the LSR website. The content of the forms is still the same, but the appearance is changed slightly to make them easier to download. Simply print them out on standard 8 ½ x 11 inch paper. Be sure to fill out both the Contest Entry Form and the appropriate Judging Score Sheet (there are five: Modelbuilding, Photography, Arts & Crafts, Passes, and Trains on Stamps) for each of your entries. Remember that your description is not limited to the space on the entry form! Feel free to attach a separate sheet if you wish. You still need to write only one description, which will be used in judging all categories. You can also get copies of any or all of the forms by sending a long SSAE Loren Neufeld.

The **Arts & Crafts Theme Award**. For 2005 we're recognizing the cowboy heritage of the city "Where the West Begins." The theme will be **WESTERN**. Cowboys, horses, saddles, ranching, longhorns (the four-legged kind!) - anything with a western motif is eligible. YeeeeeHa!

In **Modelbuilding**, awards will be presented in the following categories: **Steam Engines, Diesel Engines, Traction & Other Motive Power, Passenger Cars, Freight Cars, Maintenance of Way, Cabooses, Complete Trains, Off-Line Structures, On-Line Structures, Bridges & Trestles, and Displays.**

Photography categories include **Black & White Model, B&W Prototype, Color Model, Color Prototype, Model and Prototype Slides.**

We also have categories for **Passes** and **Trains on Stamps**. And of course we'll still have the special awards: **"PARTICIPATION"** (most total points), **"BEST KIT-BUILT MODEL"**, the **"MOST POPULAR MODEL"** award, the **"ARCHITECTURE"** and **"TREE"** awards, and **"BEST IN SHOW"**. And a very special award, the **"BOB CLARKE MEMORIAL AWARD"**, will also be presented, for best logging related model.

Ladies, the **LINDA S. LITTLE AWARD** will be presented again this year. This award recognizes the highest scoring entry, in the Model Contest only, submitted by a woman modeler who has not previously scored higher than 87 ½ points. If there are no qualifying entries no award will be given that year. The spirit of this award is to bring more women into the contests, and into the hobby of model railroading.

We'll again be presenting a **"NOVICE BEST OF SHOW"** award. This goes to the highest scoring entry by a modeler who has never placed first or second with a score of at least 87.5 points in any LSR (region level) or NMRA (national level) contest. You'll find a "Novice" box on the LSR Modelbuilding entry form above the category listings; *please mark it appropriately*.

If you'd just like to show a project you're working on, then the **"EXHIBIT ONLY"** category is for you! While I certainly don't want to discourage anyone from entering the contest, you may have something that you don't necessarily want to submit for judging. Well, bring it anyway! A finished model, a set of plans, or somewhere in between – everything's welcome! We all enjoy seeing what others are doing – after all, sharing ideas is one of the best things about this hobby. There'll be no entry forms to fill out, no nail-biting wait for the judging to be finished.

See you in Ft. Worth!

Secretary/Treasurer's Report

By Elbert Smith

LSR Financial Condition:

For the three months ending March 31, 2005.

Beginning Total Gen. Fund (Jan. 1)		$5,102.92
Beginning Div. 1 Sub-Account		$236.06
Beginning LSR Gen. Fund Balance		$4,866.86
Income		
Ad, Dealer	$70.00	
Ad, Pike	200.00	
Car Sales	1,027.60	
Convention 2004 Income	1,192.16	
Division 1 Income	682.80	
Donation	25.00	
Dues – LSR	1005.50	
Dues - NMRA	90.00	
Lantern Purchase	68.33	
Vanguard (CD Fund)	69.50	
Vanguard (Convention Fund)	51.21	
Vanguard (Life Fund)	49.93	
Subtotal		$4,532.03
Disbursements		
Achievement	64.61	
Division 1 Expenses	52.88	
Dues – LSR	60.00	
Dues – NMRA	135.00	
Dues Overpayment	6.00	
Dues Refund	6.00	
Dues to Vanguard Life Fund	236.00	
Election Expenses	457.45	
Marker Lamp Postage Permit	150.00	
Marker Lamp Print & Mail	718.31	
Mid-Year Meeting	132.50	
Sec./Treas. Exp.	106.04	
Trustee Exp.	200.04	
Subtotal		$2,324.83
Ending Total Gen. Fund		$7,310.12
Ending Div. 1Sub-Account		$865.98
Ending LSR Gen. Fund Balance		$6,444.14
Total LSR Net Worth – All Accounts		**$40,450.26**

LSR roll listed 691 members on April 1, 2005.

New Members:

Please welcome these new members and invite them into your Division's activities.

Kenneth Bernstein, Dallas, TX
Robert Jackson, Cedar Hill, TX
Papa Ben's Train Place, Houston, TX
Ed Dorroh, Austin, TX
Michael Harris, Channelview, TX
Roger Horne, Corpus Christi, TX
Douglas Johnson, Houston, TX
S.M. Neider, Sugar Land, TX
Woodard Springstube, Austin, TX
Mark Dolinar, Richardson, TX
George Smith, Watauga, TX
Robert Winkler, Fort Worth, TX
Michael Hawkins, The Colony, TX
Robert Shotsberger, Fort Worth, TX
Alfred Alvarez, Wylie, TX
Brian Lengel, Austin, TX
Robert Blake, Arlington, TX
Karin Cobb, Dallas, TX
Dennis Nelson, Snyder, TX

Cowcatcher Division 1

by Jim Howard

Boy how time flies when you're having fun. Seems like only yesterday that the Holiday and Plano train shows were held, and now we're well into spring and your thoughts should be turning to the Cowtown Limited convention. June will be here before we know it and I hope each of you have, or are making, plans to attend. Convention Chairman Bob Bray and his committee are all working diligently to make the 2005 LSR Convention another one to remember. Updated information is provided elsewhere in the Marker Lamp, and on the website. At a recent convention committee meeting, Russ Covitt showed presented the 2005 convention golf shirt with embroidered logo and modeled by Stan and Karen Pirzchalski. My compliments and thanks go to Doug Andreason for his logo design and to Russ for his efforts in getting them made. These are first class shirts, and if you didn't order yours by the April 15th deadline, you'll be sorry when you see them. The Cowtown Limited logo in the form of a sew-on patch will be available for purchase at the LSR table. The supply is somewhat limited so be sure to get one before they run out.

The mid-year LSR board meeting was held at the Holiday Inn North in February. After just returning from the NMRA Board of Trustees meeting, President Packer had a lot of items on the agenda. With few exceptions, all those persons listed on the Lone Star Region Call Board were in attendance. In addition to several routine business items, changes to the Region Constitution and By-Laws resulting from the NMRA Long Range Plan were discussed and voted on. Constitution changes requiring general membership approval were presented on the spring ballot, and I hope all voted in favor of the changes.

The latest Cowcatcher Division meeting was held in February at the LMRA facility. Following a very short business meeting Tim Blackwell introduced the guest speaker, "First Lady" of model railroading, Ms Bobbye Hall. I can only say that in my 72 years, many in model railroading, I have never met a more gracious and delightful person. Her stories about the days following WW II, when Hall's Hobby House was transitioning from a dream to reality were a treat to hear. By coincidence I had a December 1947 issue of Model Railroader (the year they opened the store). It pleased her when I showed her page 987 where an advertisement for Hall's Hobby House appears. Many of you were not yet born when manufacturers such as C. J. Ulrich, Silver Streak, Tru-Scale, and Varney were the names on the kit boxes. Interestingly the ad lists a "Varney de luxe Pacific kit for $57.50 and a de luxe Mikado kit for $58.50. Also, postage was paid on all orders. Bobbye Hall has set the bar pretty high for those in the model railroading industry. I sincerely hope that her example has made a lasting impression on all of us.

February 25th and 26th several Cowcatcher members along with some LMRA Club members car-pooled to Shreveport LA to operate on Dr. Richard Kamm's "Sue Lines" HO layout. Operating sessions began Friday night and, after a hearty meal and a good night's sleep, continued on Saturday morning. Dr. Kamm's layout uses an early version Easy DCC with switch lists developed by RailOp. About 75% of the layout is under signal control and includes highly detailed scenery. Dr. Kamm is known for making visitors welcome, and all those who made this trip can attest to his hospitality.

About 2 years ago this time I was approached by John Linda, Jerry Schoenberg, and President Jim Packer requesting I take on the challenge of LSR Division 1 Director. From what was once the most active one in the Region the Cowcatcher Division had pretty much stagnated. Like many Officer's in the LSR I was already involved in several other non-hobby activities and didn't feel I could give it all the effort I thought was necessary. Following a bit more arm-twisting I agreed to take it on for 1 term without a commitment past that. Since then and until now, the Cowcatcher Division has made a small but significant comeback. Meetings are held quarterly and, in addition to discussing LSR business, have included light refreshments and a guest speaker. Attendance generally averages around 20 members, which is a little over 22% of total Division membership. I would have liked more, but have been very pleased that we got that many. Participating in the North Texas Council of RR Club's shows has produced a Division operating fund in excess of $500. I am proud of the support I have received from other LSR Officers and Cowcatcher Division members. However, having said that, I now feel that it is time for someone else to take the reins. As I stated at the last Division meeting, "I planted the Cowcatcher seeds, and now someone needs to water it to keep it from dying." On the recent LSR ballot mailed to everyone, Chris Atkins was the listed candidate for Division 1 Director. Knowing Chris and having worked with him in the N. Texas Council activities I am convinced that he is the right man for the job. Should he receive the majority votes the Cowcatcher Division will be in good hands.

Bayou Division 2

by Jack Green

On Friday, January 7 a group of for "Hard-core" operators from Houston in the form of Mike Spoor, Art Boorman, Tom Palmer and Lynn Zimmerman participated in a operating session at the Midsouth in Baton Rouge and then proceeded to invade the coal country of Lou Schultz's C&O in Covington on Saturday. It's worth noting that Lou's fascia needs repainting in many places as aisleway passage procedures were put to a test that day. In addition to the guest, 24 of Lou's regulars were there to make for a "Close Session".

February 18, 19 & 20 saw the Spring version of the 2005 Louisiana Rail Run. Eighteen operators participated from the nearby areas of Dallas/Ft. Worth, Houston, Lake Charles and Shreveport. The format was the same with the group splitting in half to operate on the host layouts of Midsouth, Jim

Loflands, Lou Schultz's and the Crescent Club in Metairie. Of particular notice was the first time use of Phil Chamberlin's RailOP by the Crescent in an invitational operating session. They did a great job that will be expanded in the next sessions. Some safety advice from the Midsouth. When placing the sharpened uncoupling sticks in your top pocket, be aware that this action requires care and attention. These sticks get a life of their own and will jump out and stab you in the neck. We were blessed on this occasion because we had a Doctor in the group, unfortunately he was the person that stabbed himself.

Crescent City S Gaugers.The major focus of activities for the Crescent City S Gaugers in 2004 was taking our display layout to train shows to promote model railroading in general and S scale modeling, specifically. The modular/sectional layout measures about 15 by 30 ft. and includes DCC control. We attended shows in the following locations: Biloxi, MS; Gonzales, LA; Pensacola, FL; Metairie, LA.

The club's activities diversified a bit in December. First, several members visited the Midsouth RR Club in Baton Rouge to partake of one of their operations sessions. They have recently finished laying track in a major expansion that nearly doubles the mainline length. Some of our members had never participated in running a model railroad like the real thing before. Everyone seemed to have a great time. And we got some good ideas for stimulating operations on our own layouts.

In addition, some of our members volunteered to help with operations on the "garden railroad" located in local City Park. It was open during special night hours during the holiday season. Income from this program contributes a major part to the Park's yearly operating budget. While "garden training" is much more along an entertainment venue, it is another facet to promotion of model railroading. Members Larry Janeski and Jay Mellon helped keep the trains running, even under a constant barrage from teenagers intent on sabotage and frigid temperatures! The attendees were most appreciative.

The Greater Baton Rouge Model Railroaders consists of the Baton Rouge N-Scale Club and the Baton Rouge 3-Railers, along with additional layouts in HO and G-Gauge. The club has recently moved to a new clubhouse at the Republic of West Florida Historical Museum in Jackson, Louisiana. The group promotes interest in trains and model railroading through open houses, demonstrations, educational sessions, and volunteering for Operation Lifesaver events. There are four main layouts: a large modular N-Scale layout with three mainlines, a 12 by 20 o Gauge 3-rail layout with a maximum 0-72 radius mainline, a 5 by 12 HO display layout, and a giant outdoors G-Gauge layout with lower and upper levels. The clubhouse is uphill from The Old Hickory Live Steam Railroad, where visitors can ride over 6 miles of track through town and countryside. The club is associated with America's Train Yard, a train shop in Baton Rouge. For more information, visit the club on the Web at http://www.dovetailstudio.com/trains.

North East Texas Division 3

by Bill McPherson

We are still busting with pride at having not 2 but 3 new Master Model Railroaders in the North East Texas Division. Featured elsewhere in this issue of *The Marker Lamp* are comments about Ned Spiller, Paul Richardson, and Jerry Hoverson who have completed the many requirements for this coveted distinction in the last few months.

The annual Mini-Convention in North Dallas, sponsored by the North East Texas Division 3, was held on April 2. Pictures of this convention, taken by Tom Browning, appear elsewhere in this issue of *The Marker Lamp*.

A great new attraction this year was the Z scale modular layout by the Texas & Beyond Model Railroad & Historical Society. It's amazing how much can be placed in a given space. The good looking, well running equipment available in this scale is substantial. This club also has set up modules at the recent Dallas-Fort Worth area train shows and the National convention in Florida two years ago. Special thanks go to Adam Amick, Steven Moore, Tom Browning, and Jack Ayers for setting up this railroading spectacular.

Our enthusiastic thanks are extended to the following railroaders for presenting these excellent clinics:

Paul & Duane Richardson Preparing Write-Ups for Model Contest Entries
Larry & Joy Buchanan Trees for Model Railroads
Lloyd Keyser Grain Elevators
Richard Ferrara Boats

A variety of models were judged in accordance with the NMRA Achievement program criteria. Paul Richardson, our Division 3 Advancement Chairman, made a trip from Kansas for this important part of the convention. He was ably assisted by his son Duane and Elbert Smith, David Davis, and Tom Browning. The models varied from a mailing facility, which occupied about 24 by 20 inches in **Z** scale based on a prototype plant were the builder Tom Browning worked, to a detailed service station crafted by Richard Ferrara that was about 4 by 6 inches in HO. Golden Spike awards were earned by Adam Amick and Steven Moore for their Z scale modules mentioned above.

These evaluations provide the modelers good opportunities to determine what improvements might be made to their models if they should choose to enter them in the LSR or National conventions or as part of their Achievement Program requirements. This evaluation really pays off according to our new Division 3 Master Model Railroader Ned Spiller. He got some suggestions at the Mini-Convention last year and incorporated these into one of his structures which brought it up to merit level standing. An article about Ned achieving the MMR distinction appears elsewhere in this issue of *The Marker Lamp*.

We quickly sold out all of the swap tables available. The twenty-six tables were loaded with a wide assortment of railroad related goodies. We sincerely appreciate the efforts by these sellers in contributing to the success of our Mini-Convention.

Again we thank Jack Leming who makes the arrangements with the Good Shepherd Episcopal School for a centrally located place in Dallas where we can hold our Mini-Conventions. For many decades Jack has contributed so much to the LSR. He currently assists me in so many ways from manning the NMRA-LSR information table at the Plano train shows, to painting countless signs, to assisting at the Mini-Convention registration desk with my wife Fredda. Jack was "The Kid" in that famous group of early Dallas model railroaders which included Bill McClanahan, Cliff Robinson, Terry Peterson, Jim Harrell among others. We certainly owe a lot to these individuals.

For the past four years, it has been my honor to serve as the Director of the North East Texas Division. One of the most important benefits of model railroading is the opportunity to be associated with so many wonderful individuals. As I hopefully move into other opportunities to work with and for model railroaders, I shall always cherish the moments I have had in this Director 3 position. *I will be seeing you down the track.*

Cen-Tex Division 4

by Bob Alson, Jr.

It's been quiet in Division 4 as far as train shows go. That's normal for our areq though. That is something we really crank up in the Fall. In the meantime, you should make sure that you are registered for the LSR convention, June 1-5, in Fort Worth. The guys up there put on a nice convention every time. One fun advantage that they have is that they can utilize the guys from Dallas. And there are some super people and layouts over there. Make sure that you get to the convention. You ***won't*** be disappointed!

On another convention note, there is discussion of Division 4 hosting the 2007 convention. The most likely place will be Austin. There are many layouts in that area, it's easy to get to for nearly everyone. I've already spoken to a few of you about helping in the planning, but still need some more people who would be excited and willing to pull off an action packed convention in our division. E-mail me so I can let you know when the committee is meeting- drtrainrba@aol.com.

This past quarter I've had the pleasure to have friends come work on the Hewitt and Central Texas RR ,as well as, having five visitors from Austin. The response was very affirming which at the "track down, very little scenery" stage is stimulus to go on. It seems that my non-modeling friends don't really understand what it takes to get to where I am. So thanks **Tom Pearson, Phil Sharpnick** and **Chuck Wilson.** The moral to this story is to have modeling friends over once in a while for some train running. Also, make new train buddies by getting involved in **your** LSR and attend the conventions. Most of my RR friends are the result of my LSR membership. SO……**Don't just belong….. Participate!**

That's all for now. See you at the convention June 1-5 in Fort Worth!!!!!!!!!!!!!!!

Division 5

by Ronald Kutch

1940 - 2005

Division 6

by Doyle Bond, MMR

I have set up a "booth" at the SAMRA Jamboree and the New Braunfels Railroad Museum Jamboree to recruit new members and to have model judging contests.
The photo below shows the display as it was at the New Braunfels Jamboree. Thanks to SAMRA member John DePoe for the photo.

At the SAMRA Jamboree there were 14 entries in the model contest. There were also several entries for "Display Only" from visitors from Mexico. Nine of the entries had enough points to qualify for Merit Awards. Most points was for Gary Maitland's Trestle at 123. Two entries earned 122 points: Bill Eubank's Boat House; and Conrad Lamon's Gondola. Many thanks to Charlie Spangler and Al Boos for judging this contest. Gary's trestle was the last item he needed to qualify for his first Certificate of Achievement as a Master Builder—Structures.

The New Braunfels Jamboree had only 3 entries, but all were Merit Award quality. First place went to Gary Maitland for his LIneside Tower and Shed. Second place went to Paul Lawler for his River Scene. Thanks to Charlie Spangler for judging this contest (I helped a little).

I will also have model judging at the New Braunfels Summer Train Show on August 20th and at Alamo Model Railroad Engineers Train Show on October 1st.

I have been putting the final touches for a passenger station to enter at the LSR convention in Ft. Worth. Looking forward to seeing you in Ft. Worth.
That's all for now, I gotta go play with my trains, Doyle.

Division 7

by Don Kimmell

It is with a sad note that I start this Divisional Report. Lew Cook, owner of Cook's Collectors Corner, has passed away. With his death, his wife, LaRae, will be closing the store. In fact by the time you read this, the store should be closed, leaving the Shreveport area without a "train" store for the first time since many can remember! Lew was the inspiration/driving force behind many model railroaders in this area, He will be sorely missed.

On a happier note, we are presently the site of the Louisiana Bi-Centennial Steam Train, a four car consist, being pulled by the 1921 vintage Mikado, the former T & NO, # 745. It is here for a few days prior to it trip across North Louisiana, on a roundabout way back to New Orleans. This engine was rescued from display at Audubon Zoo and lovingly restored by the Louisiana Steam Train Association. A number of people who once operated this locomotive have been interviewed for both television and newspaper reports.

On the local side, the Longview Train Show was a great success, according to Homer, the vendors were up, the layouts were great, and the crowd was good. A good time was had by all! I attended on Sunday with the Ark-La-Tex Bunch and had a good time. I was surprised at the number of families attending, for the weather was beautiful, which usually means other outside activities. The JETTS folks do put on a good show!—in fact they had a pancake breakfast for Vendors/ Layouts on Sunday morning—all you can eat….when was the last time you attended one??—this could be considered a hint to other train show folks!!!

The Ark-La-Tex Modular Club has been busy, as usual. Did the Longview Show in March, as well as a GATS in Little Rock. The Little Rock show had been rescheduled from December, so we did not know what sort of crowds to expect, but attendance was good, and the Vendors seemed happy with sales. I am surprised at the number of folks who are "going back" to "O" scale and LGB. In fact a couple of vendors told me, that a lot of the folks who are getting into the hobby are buying the "larger" scales…interesting. The next show they did was the Cotton Belt Historical Societies' show at the museum in Pine Bluff. Again good turnout for Vendors and the attendance was good. This is surely one of the best places to have a train show…so much history and the place is just downright NEAT!! So many "toys", it is well worth the trip! Their next trip is up to Fordyce, Ark., this is a small town show, where we are a center of attention…no other layouts, etc….plus you get a parade —you would not believe the amount of logging equipment that will participate..in fact if you are modeling the current state of the art in logging, this is a great place to see it!

That is about all from East Texas and North Louisiana for now, I do hope to see everyone at his years convention, I know the folks in Fort Worth will put a good one on. Till then.

Texas Gulf Division 8

by Jim Long, MMR

The Greater Houston Train Show was held at the Stafford Convention Center on March 19. This show is co-hosted by the Division and the San Jacinto Model Railroad Club. Over 850 people attended the one day show and enjoyed the operating model railroads at the convention center. Eight clinics were also given during the train show and I would like to thank the following clinicians for donating their time and talents for the Division: Jim Lemmond, Tray Mitchell, Rick Bussinger, Bill Reid, Tom Cobb, John Weise, Larry May, and Peter Bryon.

As of the deadline for these words of wisdom, the Division has not set a schedule of events for the remainder of the year.

FROM THE PAST (Spring 1979)

by Jim Long, MMR

The folks in Lubbock reported that, for the second year in a row, somebody left the barbed wire fence down between the North Pole and Lubbock. There was 7 inches of snow on the ground for the Third Annual Lubbock Model Railroad Club Jamboree held on the weekend of February 17th and 18th. About fifty brave souls (including *Marker Lamp* editors Keith Gutierez and Jay Miller, Doctor Death (Dr. Richard Kamm) from Louisiana, and Bad Bob Moore from Austin. Several of the hearty folks later braved the snow and ice for an evening of layout tours hosted by John Lott, David Nail, Doyle Davis, and Tong and Rip Martin.

The San Jacinto Model Railroad Club held its eight annual jamboree on February 3rd, and, by the response of the public, it was a rousing success. Over 1899 (no joking!) turned out in the rain and cold for the one day event. A large portable HO layout, multiple switching layouts, and the NTRAK display drew the most attention. The film room was a popular gathering spot to rest tired feet. Some of the titles were "Snow on the Run", "War Movement", and "What a Way to Run a Railroad".

The third annual San Antonio Mode; Railroad Association (SAMRA) December Jamboree was another resounding success. Attending were more than 500 persons interested in model railroading. Gilbert Freitag and Ken Caulking of Houston headed the list of outstanding clinics. Mrs. Yaau Livingston provided the ladies with a clinic on the Christmas center pieces.

Scot Mason, President and General Manager of the Clearfork and Southern Railroad (incorporated in April 1978), reports from his headquarters in Carrollton, Texas that the new railroad is well on its way to being in the black after one year of operation. The C&S provides the parent company, Texas and Montana Western (TMW), with coal and timber hauling capabilities. This will increase traffic and cause some interchange problems. Solutions to this problem come in the form of incline-planes, 500 feet spirals (the C&S is located in a second story bedroom, while the TMW is in the garage), and a ferry. But for now the Jolly Green Giant will provide 0-5-0 service!

Mastering Modeling THREE METHODS FOR SCRATCH BUILT SHINGLES

By TERRY and TRACY MITCHELL MMR's

First off a big thank you for all the cards, phone calls, flowers, and emails that you all sent to us during our time of grief with the passing of our Mother. Everybody says the Model Railroad community is one big family. You don't realize that until something like this happens and then everybody rallies around you. Now with that let's get into another installment.

We have three methods to make scratch built shingles. All are very impressive in model form. Eventhough there are several manufacturers that make shingles commercially, they look like they are store bought. They have that look about them that they were applied all at once and not that individual look like real shingles have. Even today's Laser Cut shingles have this problem.

The first method is made from paper. We recycle paper from desk day calenders like the ones where you tear off one leaf per day. The ones from the "Far Side" work especially well, and are quite humorous to boot. The calendars are easily attainable, they have the thickness you like to work with, and they are white on one side, but any stack of white paper will work.. To make the shingles you need to build a jig for cutting them. Take two pieces of scrap "one by's", the width doesn't matter just so they are the same size length and width. Clamp them together in a clamp or vise and draw lines a scale 9 inches to a foot apart and deep. Since we are rubber gaugers we model in both "HO" and "O" scale. We have one side "HO" and the other "O"scale. Draw register marks on the ends just an "X" across both boards so you can match them up later in the right way. When done with measuring cut the boards with a razor saw on the marks you just made.

When the jig is done take about a 1/4 inch thick slab of paper and put it in the jig with the edge of the paper even with the edge of the jig. Clamp the paper and jig in a vice or a strong clamp and saw the paper making a cut in each groove of the jig going as deep as the jig will allow (not more than a scale foot deep). When done cutting take the paper out of the jig and scissor cut the shingle strips a scale 18 inches deep, or twice the width of the sawed cut.

Color the shingles any way you want to. We prefer to use Floquil paint diluted with Laquer Thinner. When the shingles are dry apply the shingles to the subroof with either white or yellow glue. Glue only the uncut paper and work from the bottom to the top overlapping each shingle line. When done go back and pry up individual shingles. You can also slightly tear them leaving them still attached but it looks like they are about to fall off. This gives the roof that used look we like our models to have.

That takes care of the first method using paper. The second method is using real cedar wood to make individual cedar shake shingles. Whenever the family goes to Arkansas, we always pick up some cedar scraps. In the Ozarks there are so many wood-burning stoves that they use scrap cedar for kindling. It is sold in grocery stores and filling stations for 5 bucks a bundle of cedar.

The pieces of cedar are usually 24 to 30 inches long, 3 to four inches wide, and 1/16 to 3/4 inch thick. They come thirty to fifty pieces in a bundle. Now out of one bundle you might get a quarter of them suitable for modeling purposes. These are the pieces that are 1/16 to 1/4 inch thick.

Take these pieces and saw them into strips, across the grain, about a scale foot long. In one piece of cedar you will get a whole bunch of strips of cedar. When you get tired of cutting strips, take a strip and start cutting the individual shingles. To do this take a single edge razor blade and "guillotine" along the grain. Well actually, it is more of a slicing motion. Try to slice the shingles as thin as possible. An "NWSL Chopper" would be perfect here. Squareness is not a necessity, because hand split shakes are not really uniform in thickness anyway. You want the shingles to look handmade. This is a slow process but the work put into them is well worth it. It is mindless activity, something to do on a TV tray while watching a game or something. This gives us plenty of shingles to work with when were ready to use them. But that is just how to make genuine cedar shingles, the really tedious part is applying them. Glue them on singly using white or yellow glue and tweezers to place them on the subroof. Being that they are made from wood it is best to stain them to get the color you want. Also try the technique of using grey Prismacolor pencils to weather them. This gives them the look of fairly new cedar shake shingles. Unfortunately we have not found a widely available source for the cedar in Texas, but in Canada the supply is plentiful.

Another source of shingles that we have found in urban areas is stores that sell cigars, or as Canadians call them, a Tobacconist. Specs Liquor Warehouse in Houston is a good source for cigars. What you do is you go and ask them for the cedar, cigar box liners. Most stores give them away to their customers or at the most, charge a small fee for them.. Customers use them to light cigars.

The cigar liners is not new to modeling. Years ago, instead of being wrapped in plastic, the cigars came wrapped in a thin veneer of cedar. Gil Freitag has been using them for years. His layout has many cedar liner roofs. Gil described his process for making cedar shingles on the video of his layout as well as numerous clinics he has given over the years.

The third method is one that is relatively new to us. It uses Sycamore tree bark. This is the most natural looking weathering we have ever seen, because frankly it came from nature. To harvest the bark is simple, it peels off easily, with no damage to the tree. The problem is finding a tree. Tracy is fortunate to have one growing in his back yard. One of the best places to find the trees in the LSR Region is the Southern Forest Heritage Museum in Long Leaf LA. Besides being a wonderful place to see old time logging equipment (shameless plug for a good cause) the grounds have thousands of Sycamore trees. You can fill a garbage sack full of tree bark that is laying on the ground. Springtime is the best time to harvest the bark. That is when it is most plentiful. But the season lasts all through Summer and into Fall.

To make shingles cut them in straight pieces with a straight edge and razor blade. Then cut the shingles into individual pieces by the Guillotine method. Glue them on to the roof with yellow glue. As for color if you want a gray weathered roof use the outside of the bark, for a more reddish look use the inside of the bark.

These three methods may take a long time to make shingles compared to the lick and stick or peel and stick variety that can be bought in the hobby store today. The effort is rewarded with a beautiful roof that is very realistic. Besides, with scratchbuilding becoming a "lost" art, we hope that you will try these methods.

ON THE ROAD TO MASTER MODEL RAILROADER

By Paul Richardson

When I first looked at the Achievement Program in December 1996, I did what I suspect many members have done. I thought I would be required to enter contests to qualify for the various certificates in the program. After a second look, I learned just how wrong I had been. I saw the requirements for the Golden Spike and realized I had already done the tasks required to qualify. I printed the paperwork and took a few minutes and filled in the information needed and put the paperwork in the mail. In January 1997, a very attractive Golden Spike Certificate arrived in the mail. I framed it and hung it in the wall of my train room and while it looked very nice hanging there, I soon realized I wanted to earn another, just to "keep it company." Later that year, I discussed the AP with my friend, Doug Farner and learned he also thought the AP was tied to contests. I corrected his misconception and encouraged him to take a closer look. After all, he had done most of the work required to qualify for 4 or 5 certificates and he qualified for MMR a few months later. Doug's layout was as complete as a layout ever gets and he hosted regular operating sessions. His enthusiasm for the AP, coupled with mine kept us both motivated to work in the Achievement Program. I didn't have a layout so Doug allowed me to qualify for Chief Dispatcher on his layout and in December 1998 I received my first qualifying certificate needed to get to Master Model Railroader. Needless to say, when the Chief Dispatcher Certificate was placed next to the Golden Spike Certificate, I was "hooked." I remember reading the text for the newly qualified MMRs in the Bulletin and thought "a lot of these people spent several years qualifying for MMR" and wondered how anyone could stay focused on the goal of MMR over such a long period of time. That is when I realized the Achievement Program should not be thought of as a Golden Spike to MMR process. Every goal setting book I have ever read teaches us to set short-term, achievable goals and while we should keep the long-term goal in sight on the horizon, we should concentrate on the short-term goal at hand.

I set my next short-term goal of qualifying for the Association Volunteer Certificate and started looking for opportunities to earn points to qualify. When the election for Division Director came along, I ran and was elected as Director for 2 terms. I also held several offices within the Division and the Lone Star Region and in August 1999, the Association Volunteer Certificate arrived at my home. As I became more and more involved in the program, I became National Tenure Chairman and the Association Official Certificate arrived in May 2000. I continued to work on the program and set the next goals of Electrical Engineer and Author. In August 2002, the Author and Electrical Engineer joined the others on my wall. My next short-term goal was the Scenery Certificate as my 6th certificate and I recently qualified for the Scenery Certificate. I still need 1 certificate to qualify for MMR and so I set a goal to earn the Cars Certificate and with 7 certificates I will become a newly qualified Master Model Railroader. I have plenty of super-detailed cars and have built a lot of scratch built cars in the past but I didn't keep them when I got out of model railroading in the mid 70s. Earlier this year I scratch built an excursion car somewhat like the D&RGW *Silver Vista*. My *Vista Verde* earned a merit award and then I only needed 3 more scratch built cars to earn merit awards to reach MMR. This fall, I finished a scratch built HO Standard Gauge boxcar that I started about 15 years ago and it had been in storage since about 1990. I am currently working on a scratch built HOn3 boxcar and it is nearly ready for judging, when complete I will only need to scratch build 1 more car to qualify.

These are my short-term goals, now let's talk about yours. I would encourage you to become involved in the Achievement Program because I know it will improve your skills and you will meet new friends along the way. I suggest you start by finding one of the categories that interest you and where you already have some skill and experience. For example, if you enjoy building Cars or Structures, you might consider starting there. Then as you skill level grows and your confidence level increases, move into another area. Remember the goal-setting process, short-term achievable goals. When you reach the first goal, immediately set a new achievable goal and work in that direction. Also ask your friends and others who hold Achievement Program certificates for guidance. You may find a new method to help reach your goal and get to MMR faster.

As I look back on my journey through the Achievement Program I realized this has spanned 7 years and although the long-term goal is now clearly in sight, I still have a bit of work ahead to reach Master Model Railroader. Along the way I have made a bunch of new friends and learned new skills and even shared some of my skills with others as host of clinics at Conventions and Train Shows. If you are currently working in or are considering the AP, remember to make sure you understand EXACTLY what is required and don't read more into the requirements than needed. I can't stress this too much, please do not make it harder than it is. You would be surprised how many people do this, I've even done it myself.

If I were to sum up the Achievement Program into one phrase it would have to be **"Don't think of it as a destination, think of it as a Journey!"**

Now as my Region AP Chairman, Al Boos would say, "put the pen to paper" and qualify for your certificates and one of these days, I'll see YOUR smiling face as a newly qualified MMR in my monthly issue of *Scale Rails*.

Until then…Happy Railroading

Paul has now built and had that final car judged, turned in the paperwork and become Master Model Railroader #345.

For the Narrow Minded…

By Duane Richardson

Winter is long gone and summer is right around the bend. Spring has been busy on the Purgatory & Devil River Railroad's El Lobo Division. Santa only brought me a few lumps of coal and a bundle of switches…and bless his heart they were Hon3 Code 70. The track plan is done and the benchwork is in place. Hopefully by the time you read this the staging yard will be complete and the branch line started. This progress can be tracked on the website at http://www.purgatoryanddevilriver.com

This column is going to cover all things narrow gauge. We'll cover everything from new products in various scales to riding the real thing. With that in mind let's dive right in.

For those of you planning a vacation this summer let's talk about train rides. The Durango & Silverton Railroad will be busy this summer. They have a calendar full of special events this year including a new Photo Special this year that ran at the end of February. Railfest will take place again this August. This is a fun weekend that usually features a Rio Grande Southern Galloping Goose and Dan Markoff's beautiful locomotive, the Eureka. The fall Photo Special is something not to be missed. The photo specials are more expensive than a regular trip but it's the only way to go. Each Photo Special features several stops where they let you off the train and do run-bys. Each year usually features different locations and it offers a great opportunity to get some fantastic photographs.

The Cumbres & Toltec is looking forward to adding another engine back to the roster with the return of 488. The third locomotive will allow for weekend doubleheaders out of Chama. While not as heavily traveled as the Durango and Silverton this is a fantastic trip. Walking through the yard in Chama is like stepping back in time. The C&TS has also announced that Galloping Goose #5 will be appearing in June with several days worth of special trips.

At this time, the shake up at the Georgetown Loop has left the railroad without an operator and a train. RailStar won the contract to replace the previous operator but at the time of this writing they have no locomotive and only a few pieces of rolling stock. Most of the equipment from the previous operator is on display at the Colorado Railroad Museum in Golden.

If you are heading for the west coast the Sumpter Valley or the Roaring Camp and Big Trees are the places to stop. If Alaska is in the plans the White Pass & Yukon is a must. If the east coast is your destination a trip to Cass or East Broad Top would be a good addition to your itinerary.

This year the 25th Annual Narrow Gauge Convention will be in Detroit, MI from August 31st to Sept 3rd. One of the offsite tours this year will be to the Huckleberry Railroad, home to D&RGW K-27 #464. 464 has been under repairs for sometime but will be under steam for the convention. For more information on the convention see their website at http://www.25nngc.com/home.html

These are but a few of things going on this summer. Of course, you can always stay home and work on the layout!

Until next time...keep the boiler full, the fires hot and the wheels on the rails.

Prototype Photos

Since Duane was talking about Narrow Gauge train rides and some of the tourist railroads I thought I would share these photos from Winter Photo Special on the Durando and Silverton at the end of February.

Photos by Chuck Lind, MMR

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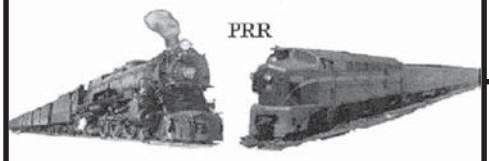

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